any person, specimen or material for diagnostic purposes or other study/ work. The violation of any of the provisions of the said Regulations will invite disciplinary proceedings.

The Medical Council of India or the State Medical Councils are empowered to award such punishment as deemed necessary or even removal of the name of any registered practitioner from the Medical Register altogether or for a specified period in respect of violation of the Code of Ethics, which may be brought before it, after conducting an enquiry.

Crashworthy impact reducing coaches

*195. SHRI B.J. PANDA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to bring out "crashworthy" i.e. impact-reducing coaches with anti-climbing features to reduce the impact of collision and provide maximum safety to the passengers;

(b) if so, the details thereof; and

(c) the time-frame within which these coaches would be added to the rakes to control loss of life and property in rail accidents?

THE MINISTER OF RAILWAYS (SHRI LALU PRASAD): (a) Yes, Sir.

(b) Indian Railways used wooden bodied passenger coaches till early 1950's when the metal body 'Integral Shell' design for passenger coaches was adopted. This design had anti-telescopic features and the sections at doorways were deliberately made weaker so that in the event of a impact or collision, the damage would occur in lavatory/doorway and the passenger portion would be reasonably safeguarded.

To further improve upon the crashworthiness of coaches, a design of a coach shell has been developed which will have certain crash elements at the ends for absorbing a part of impact energy in the event of collision. This design not only enhances the energy absorbed at the collision interface but also enables bulk of the remaining energy being transferred to the next coach interface in the train formation so that a significant amount of energy of impact is absorbed at the next coach to coach connection, thus enhancing passengers safety. This design is based on use of centre buffer

coupler arrangement for connection of coaches in a train formation. Use of tight lock centre buffer coupler which is an essential element of this design, also provides anti-climbing feature so that in the event of collision, coaches do not pile on top of each other. This also reduces chances of injury and loss of human life.

(c) Based on initial design, one rake has been manufactured and is in service between Amritsar, Barauni and Saharsa. This rake consists mainly of IInd Class coaches as till now, the design details have been finalized only for IInd Class coaches. For other type of coaches, designs are expected to be finalized in next few months. More rakes will be provided with these features progressively.

Reduction in wheat quota for BPL and Antyodaya households

*196. SHRI C. PERUMAL:
MISS ANUSUIYA UIKEY:

Will the Minister of CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION be pleased to state:

(a) whether it is proposed to reduce the wheat earmarked for Below Poverty Line (BPL) and Antyodaya households; and

(b) if so, the reasons therefor?

THE MINISTER OF CONSUMER AFFAIRS, FOOD AND PUBLIC DISTRIBUTION (SHRI SHARAD PAWAR): (a) and (b) Keeping in view the reduced stocks of wheat in the Central pool, a decision was taken to rationalize the allocation of wheat for Below Poverty Line (BPL)/Antyodaya Anna Yojana (AAY) category to each State's average offtake for the last 3 years or the existing allocation, whichever was lower. However, the overall allocation of foodgrains has remained unchanged for BPL/AAY households, as the reduced wheat allocation has been made up by a corresponding increase in rice allocation.

Heritage train in Uttar Pradesh

197. SHRI MAHENDRA MOHAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Government of Uttar Pradesh has